

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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SUBJECT	Port of Novorossiysk	DATE DISTR.	8 November 1955
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Along the shore from Point Doob, where there is a white light, to Novorossiysk, there were powerful searchlights, whose beams lighted up the waters off the harbor.

ship had barely entered the bay, it was approached by a coastal defense ship, which illuminated it for a long period with a powerful searchlight, but this vessel made no signal.

the best route to enter and leave the harbor was afforded by keeping the green lights on the head of the mole in range with another fixed green light on an isolated white tower located at Position 1 (see sketch No. 2), easily visible from the open sea, i.e., upon entering with a heading of 334.5 degrees and on departure with a heading of 154.5 degrees.

2. Prior to entry of ship into the Bay of Novorossiysk, Inflat sent it a radiogram requesting it to head directly for the landing point in the anchorage for foreign vessels area, point(D) on the sketch (M44-42, E37-50).

3. about five miles from the light on Point Doob there were six coastal defense vessels of about 100 tons. Their hulls were painted ash-grey, with black boot topping; these colors were separated by a white band.

Armament consisted of a forward gun of small caliber, two anti-aircraft machine guns aft, and about 30 depth charges, 15 on each side amidships, stowed vertically and parallel.

4. there were two vessels of unspecified type south of Point Doob and three vessels of unspecified type sailing near shore northeast of Point Doob. In the bay, off the northeast shore between the Point Doob light(D) and Point Sheskhariis(E), there was a

S-E-C-R-E-T

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(Note: Washington distribution indicated by "X"; Field distribution by "#")

INFORMATION REPORT INFORMATION REPORT

S-E-C-R-E-T

25X1

2

battleship which, however, because of fog and distance, was not easily discernible. Near the harbor entrance at (C), there was another battleship [redacted] -- Armored Class, with two funnels with a red band about a meter high and hammer and sickle in the center; [redacted] two masts, the forward one of trelliswork. [redacted]

25X1

25X1

25X1

Armament consisted of two triple, almost overlapping, turrets forward, and two triple-turrets aft. It was equipped with two rangefinder towers, one on the foremast and one on the main mast; RDF, and radar.

5. Buoys located on a bearing of 135 degrees from the head of the star-board mole (1) were sighted. They probably were used for the net defenses. Easily visible along the arms (1) and (2) of the moles of the harbor entrance, were machine gun emplacements with small casemates. In the vicinity of each, there were soldiers on guard. On the head of the granary mole there was a lookout station which, by means of a powerful searchlight, maintained continuous communication with naval vessels in the harbor and in the roadstead.
6. In the military area (3), separated from the harbor area by a long enclosure, there were two entrances which were undergoing masonry work and were guarded by armed soldiers. This may have involved the installation of new quays. Great parallel piped-shaped masses, temporarily piled ashore almost immediately behind the foot of the granary pier, were observed being conveyed by sea on a large float. Toward the east, at position (7), between the grain-loading pier (5) and the next one for coal (8), there were three sunken merchant ship hulls, one barely reaching the surface, near which, work was being performed by divers with pontoons and tugs.
7. The fuel oil pier (4) can accommodate tankers of up to 10,000 or 12,000 DWT. The granary pier had, in addition to the grain conveyors, a few buildings used as offices, warehouses, etc., beneath the conveyors. A separate office belonging to Inflat was here. Inflat's main office was located on the shore road, which extends northeastward about 800 meters from the granary pier at approximately position (6). Grain loading operations were conducted along the southwestern edge of the granary pier (5), while passenger steamships were tied up along the opposite edge. The coal mole (8) was equipped with ten old type of cranes of six or seven ton capacity. The cement mole (9) had no equipment. The mole appeared to be linked with a great cement works in the interior by means of a "Decauville."
8. Naval vessels observed in port included a tug of approximately 300 tons, equipped with radar and radio; this vessel bore the marking A-365. Berthed in (5/b) was a craft with three small masts, at the tops of which were three frame silhouettes as illustrated in sketch No. 1. Along the quay (10), which extends from the foot of the right outer mole (1) to the foot of the cement mole (9), were a GRANATIERE-Class destroyer [redacted] berthed at (10/a); berthed at (10/b) a vessel [redacted] larger in displacement than the foregoing, equipped with radar; at (10/c) a destroyer, apparently a former Italian type, undergoing repairs. This destroyer had a forward mount, a machine gun mount aft, and a searchlight on the signal bridge [controplancia]. On 2 October 1954, the vessel numbered 22, together with the two coastal defense vessels, left the harbor, coming from a berth located in the naval area (3). These vessels anchored in the outer harbor, whence they departed on the evening of 2 October 1954, heading south.

25X1

S-E-C-R-E-T

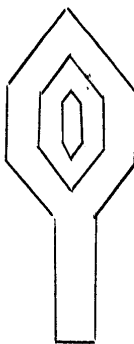
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S-E-C-R-E-T

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3

9. At the petroleum pier(4) there was a 9,000 DWT Soviet tanker, the CHLPRO (sic, possibly CHERNO), which left fully loaded; an 8,000 DWT Soviet tanker, the KODMID (sic), which left fully loaded; and a [] tanker of approximately 8,000 DWT [] which also left fully loaded. At the granary pier(5) [] ship, which took on 7,000 tons of grain in 52 hours, and a Soviet steamship of approximately 4,000 DWT, which unloaded tarpaper and various crates, tied up alongside the north-east edge of this pier. 25X1
10. Many trains from the harbor area traveled toward the industrial area (H), where blast furnaces, cement works, etc., were located. All of the trains were pulled by coal-burning locomotives.
11. The center of the city (F) is located southeast of the harbor area. Running through here, were badly illuminated streets and lanes in poor condition. On the periphery there were several new buildings serving partly as offices and partly as dwellings. The harbor area was linked to the civic center by a regular bus service from the southeast industrial area. On the hills overlooking the entrance to the harbor and to the left of the latter (zone "G" of the enclosure) were the following: Excavation operations by detonation; truck routes heading toward the above area, which were traversed by large numbers of motor vehicles; and along the slopes of the hills, which drop down in terraces toward the head of Novorossiysk Bay, there were small structures which appeared to be casemates when viewed from the harbor area. In the area (I) northeast of the harbor, there were a cement factory with various quarries in the rear, and blast furnaces with tall smokestacks continuously emitting smoke.
12. [] ship waited six days before commencing loading operations. Cleanliness of the holds was extremely, perhaps excessively, strict. Immediately after loading, the ship anchored in the outer harbor (area B) for the sole inspection visit prior to departure. On the whole, the behavior of the authorities, i.e., police, harbor, and Inflat employees, was courteous. Once more it was observed that the two inspection visits, upon arrival and departure, were less rigorous. 25X1
1. [] Comment: Only numbers of five coastal defense vessels were listed in the report and no explanation was made as to the number of the sixth. 25X1

Sketch No. 1:Frames on Masts of Vessel
at (5/b):

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S-E-C-R-E-T

25X1

S-E-C-R-E-T

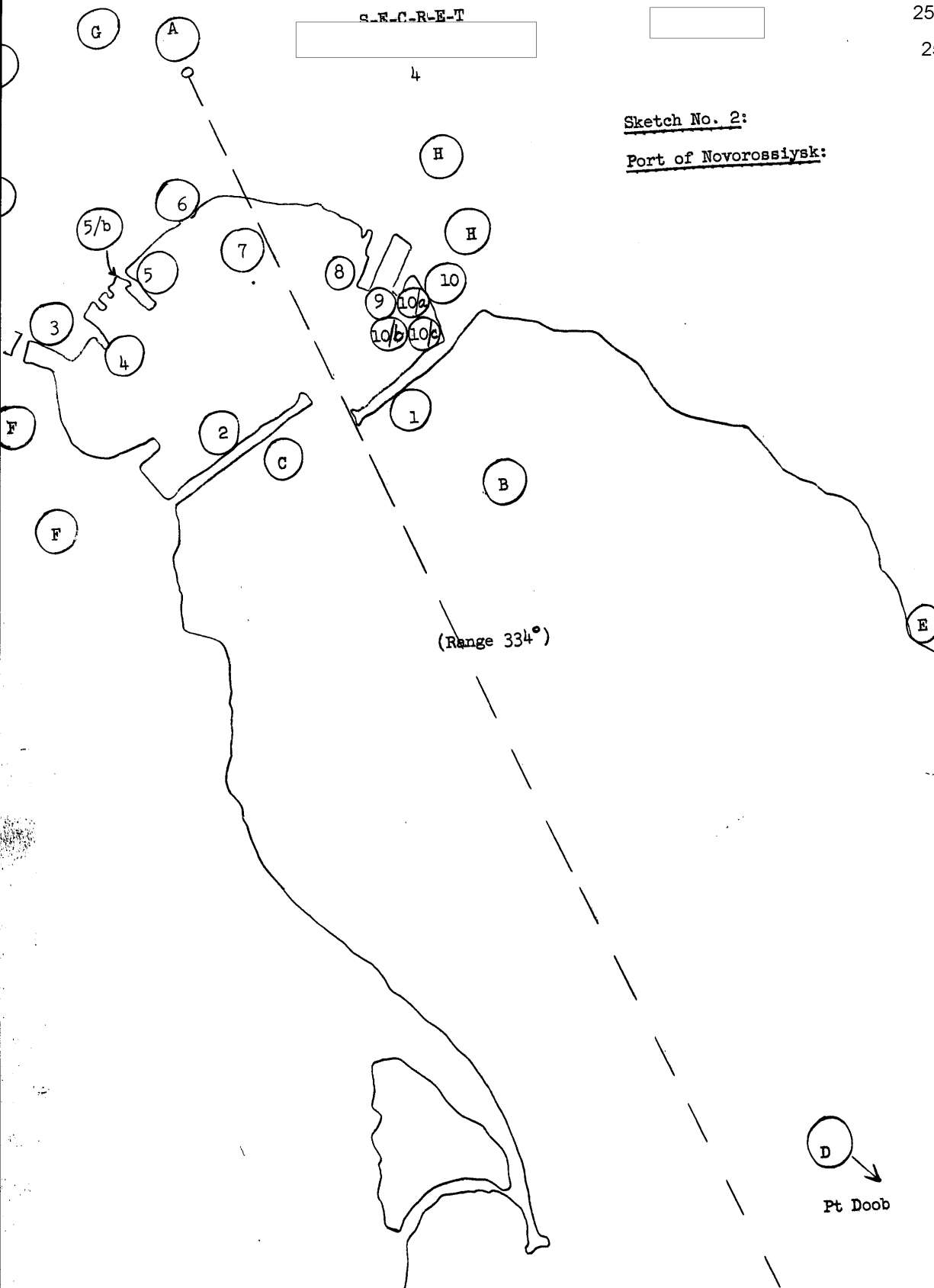
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4

Sketch No. 2:

Port of Novorossiysk:



S-E-C-R-E-T

25X1